

Every amateur gardener can grow greens, but raising pork is a gift.

Many a case of neurasthenia will lose itself in war gardening this year.

Carrots will not win the war; nevertheless they are useful. Plant a carrot!

Now is the time to save against another Liberty bond. If there should be one.

Patience and perspiration plus patriotic effort will make your thrift garden a success.

Culling a spade a spade is not enough now. We must refer to it as a patriotic weapon.

There can be no culture and no Kultur that is founded on anything less enduring than truth.

If a person has no desire or intention to commit sedition, why should he fear a sedition law?

France is sending calamity-howlers to prison, thus giving them a real calamity to howl about.

Bond issues come and go, but the chance to paste Thrift Stamps on the Kaiser remains with us.

Although the hoe is not so military as the gun, it is equally necessary to the defeat of the Kaiser.

Take care of the Thrift Stamps and the savings certificates will take care of themselves—and of you.

We may have meatless days again, and soon we shall be longing for a heatless day now and then.

The modern hired man on the farm has to know before he accepts the job if he can have the use of the car.

Do not forget the saving habit. There are likely to be other bond issues, and there are the War Saving Stamps.

Finland is being "helped" by Germany just as the goose is helped when it is fattened preparatory to the feast.

One feels at times that the sedition law will not be complete unless it contains a clause to protect the flag from slacker kisses.

Germany's statement that American prisoners are treated like the others is understood in all its horror by those who have seen the others.

A New York physician says the Kaiser has "the physical stigmata of decadence and is a criminal defective." In other words, he's nutty.

The millions of widows and orphans in Germany will have their sorrow softened by the knowledge that all the Hohenzollern boys are safe.

It's a great world. Some newspapers give up enough space from the war news to discuss the tetrahedral hypothesis of the canals on Mars.

A Boston scientist announces that man is descended from a large lizard now extinct. The professor must have been studying the males that infest the tango tents.

British manufacturers have succeeded in surpassing German dyes. Here is a victory which will give a severe blow to the enemy and last long after the war is over.

And just to emphasize the fact that American patriotism is real, reports of record crops in 1918 already are beginning to come from the South and Southwest.

If you have any of that boyhood imagination still on the job, think how you would enjoy striking a nice black vein of coal for next winter's wear while digging up that war garden.

Men's ideas will continue to differ. A safe-blower sentenced to 60 years warns that he will ask for a pardon on the ground that the period of imprisonment is unnecessarily long.

There is no possibility that the Germans will run out of ammunition. If it comes to the worst they can melt up the iron crosses and have an indefinite supply of bullets.

The French equivalent for "four-flushing" is camouflage, but apparently the French have no equivalent for the conversation or the literature which in the United States goes under the general designation of "bunk."

In order to conserve material, these cute little belts on college-klothing are to be abolished. There's a bright side to conservation, after all.

A California man wants a divorce because his wife is pro-German. Evidently he wants to be married to one of the fair sex, not the unfair.

Nobody can get out of Germany now without paying three years' taxes in advance. At that price we should imagine getting out of Germany would be worth the money.

Food is energy, and by saving food you conserve all that energy that would otherwise be required to digest the food you have already saved.

A \$250,000 theft of diamonds has been reported from a liner on the way to India, but we won't know the prima donna's name until the vessel lands.

STANDARD WAGE SCALE ADOPTED

Shipping Board Regulates Rate of Pay for Men on Atlantic and Gulf Vessels.

ADVANCE OF \$15 A MONTH

New Arrangement Corresponds Roughly to the Pacific Scale—Bonus for Entering War Zone Remains Unchanged at 50 Per Cent.

A standard wage scale, representing about \$15 per month increase per man has been announced by the shipping board for deck and engine men of Atlantic and gulf ships. The new rate corresponds roughly to the new Pacific scale.

The pay of a boatswain will be \$85 a month; boatswain's mate, \$80; carpenter, \$90; carpenter's mate, \$85; quartermaster, \$77.50; able seamen, \$75; ordinary seamen, \$55; boys, \$40; oilers, \$80; water tenders \$80; engine room storekeeper, \$80; firemen, \$75; wipers, \$65, and coal passers, \$65; stewards and licensed officers to be announced later.

Straight overtime of 60 cents an hour and \$1.25 shore meal money were allowed. The bonus for sailing into the war zone remains 50 per cent.

GENERAL LABOR NEWS

A complete understanding was reached between the leaders of the workers in the Paris districts and Premier Clemenceau, at a meeting, at which the questions causing unrest among the workers were discussed. The leaders promised the premier that they would issue notices calling upon the munitions workers to resume work.

One of the greatest strikes in the history of the world now is being fought in Belgium, where 1,000,000 members of labor unions refuse to work for the Germans, even when threatened by starvation, according to Lieut. Henri de Man of the Belgian army, a member of the executive board of the Belgian federal trades, who addressed the Boston Central Labor union.

The report of the state industrial commission shows that the number of industrial accidents in Wisconsin increased from 11,006 in the industrial year 1914-15 to 16,015 in 1915-16 and 20,500 in 1916-17. This increase in accidents was much more rapid than the increase in the number of employees, which increased about 20 per cent.

Seventy-five millwrights and carpenters employed by the Lake Ship Building company, Ninety-second street at the Calumet river, South Chicago, went on a strike for a 50 cents a day increase in pay. Their action prevented 200 men from continuing work on repairs on boats taken over by the government.

Five thousand Chicago truck drivers and chauffeurs were granted an increase in wages of \$3 a week for men receiving \$18 and \$21 and \$2.50 for those getting higher pay. Hinton G. Clabaugh, investigator of the department of justice, was the mediator. The increase applies to the members of both organizations.

All dry goods and grocery clerks of Bloomington, Ill., voted to strike unless demands for 20 per cent increase in pay and closed shop were granted. Proprietors were willing to grant the wage demands, but would not concede the other points.

A temporary 10 per cent wage increase was granted by the National War Labor board to St. Louis street-car employees. The strike of the street-car men, it was announced, has been definitely settled through the board's action.

In obedience to the order of the Metal Trades council, shipyard workers, said by union officials to number nearly 10,000, quit work in British Columbia shipyards in a strike for higher wages.

All freight handlers at the Winnipeg (Manitoba) freight sheds left work, tying up immense shipments going through there daily. They refused to handle freight brought by nonunion teamsters.

By driving 4,089 rivets in nine hours, a crew at the shipyard of the Northwest Steel company, Portland, Ore., working on the 8,900 ton steel steamer Westview, established what is claimed as a new American record.

The federal census bureau has issued its census of cotton manufacturers, taken in 1914. It shows that 393,404 wage earners were employed that year and the average wage was \$387 a year.

Trade unionists in New York city ask municipal authorities to build modern tenements on land purchased at a cost of \$12,000,000 for a court-house. The site is now declared unsuitable.

Even the grandmothers in Great Britain are now wearing overalls and doing their bit to win the war by going into the munition plants and doing odd jobs such as their physical powers will permit.

Representatives of 25 manufacturing concerns in a meeting at Quincy, Ill., decided to turn over their plants to the government for any war work that might be needed.

Labor costs in shipbuilding average about 70 per cent of the contract price in America. Many men in the shipbuilding yards are being paid over \$5 per day.

INJUNCTION HAS SHORT LIFE

Restraining Order Issued Against Lynn (Mass.) Shoe Workers Is Dissolved Two Days Later.

A temporary injunction restraining members and officers of the United Shoe Workers of America and of the Allied Shoe Workers from participating in or encouraging strikes or lock-outs in Lynn factories was issued by Judge Joseph F. Quinn of the superior court at Salem, Mass., on petition of the Lynn Shoe Manufacturers association.

A bill in equity was filed which alleged that an agreement entered into last autumn prohibiting strikes or lock-outs for three years had been violated in the last two months.

Two days later Superior Court Judge William C. Wait dissolved the injunction.

OF INTEREST TO LABOR

Suit against Swift & Co. and the Omaha Packing company in what is said to be the first test case under Judge Alschuler's decision in the recent controversy between the packers and their employees was filed in the municipal court at Chicago. Two points in the decision are taken as basis for the suit. The first provided for an increase in wages after January 14 and the second safeguarded employees against summary discharge if they had been in the employ of a packing concern over 30 days. Violations of both provisions are asserted in the suit.

Two thousand workmen in the shipbuilding department of the Bethlehem Steel company at Sparrows Point, Md., quit work because they have not received back pay due them under the ruling of the shipworkers' wage adjustment board. An official of the company said that the back pay is in the nature of a bonus and that it had not been paid because the auditors had not completed their work and could not for several days.

Samuel Gompers, president of the American Federation of Labor, in a telegram to W. S. Stone, grand chief of the Brotherhood of Locomotive Engineers, congratulated the brotherhood on its decision at Cleveland to affiliate with the federation and expressed the hope that the action will "make for the unity of all our people and the triumph of our republic."

Tipless barber shops are promised for Chicago by a local branch of the Journeymen Barbers' International union. The executive board of the union at a meeting was authorized to create a \$100,000 corporation to conduct the shops under the tipless plan. Options have been obtained on nine shops in the "loop" district in which the movement will be started.

Toledo street car men voted not to strike. They will accept the offer of the Toledo Railway & Light company for a wage increase of 6 cents an hour instead of 10 cents, which they demanded. The company will increase car fares from six tickets for a quarter, with free transfers, to 5 cents straight, with a penny charge for transfers.

To properly distribute labor available for farm work is the purpose of the new state committee on agricultural labor which is effecting an organization throughout Pennsylvania to back up the farmer this summer with the best labor service that can be recruited.

Every brewery workman in Omaha struck for higher wages. Since prohibition went into effect the breweries have manufactured near-beer. The men ask increases of 25 to 40 per cent. The plant managers say they will go out of business rather than sign the new scale.

Tacoma (Wash.) Building Laborers' union has secured a new wage scale which raises rates from \$4 to \$5 a day and in some instances \$5.50. A feature of the agreement provides that hereafter the contractor must furnish tools for these workers, who formerly brought their own tools to each job.

A strike of 100 carpenters, in effect at East Liverpool, Ohio, since May 7, was settled when the contractors granted the men's demand for an increase from \$4.50 to \$6 per day. The men returned to work.

French Socialist deputies explained to Albert Thomas, minister of munitions, that unrest in war factories resulted from a rumor American workers were relieving the French. The minister proved the rumor unfounded.

The Textile Council notified the Cotton Manufacturers' association that a general strike of cotton-mill operatives would be called if an increase in wages of 25 per cent was not granted by June 3.

Chief Justice Brown of the Pennsylvania supreme court has ruled that a dining car conductor is not a brakeman and that railroads must not include him when they are complying with the full crew law.

Organized labor in England suggests a minimum wage of 30 shillings weekly as the very lowest statutory base line for the least skilled adult workers and that the hours of labor wherever practicable should not exceed 48 weekly.

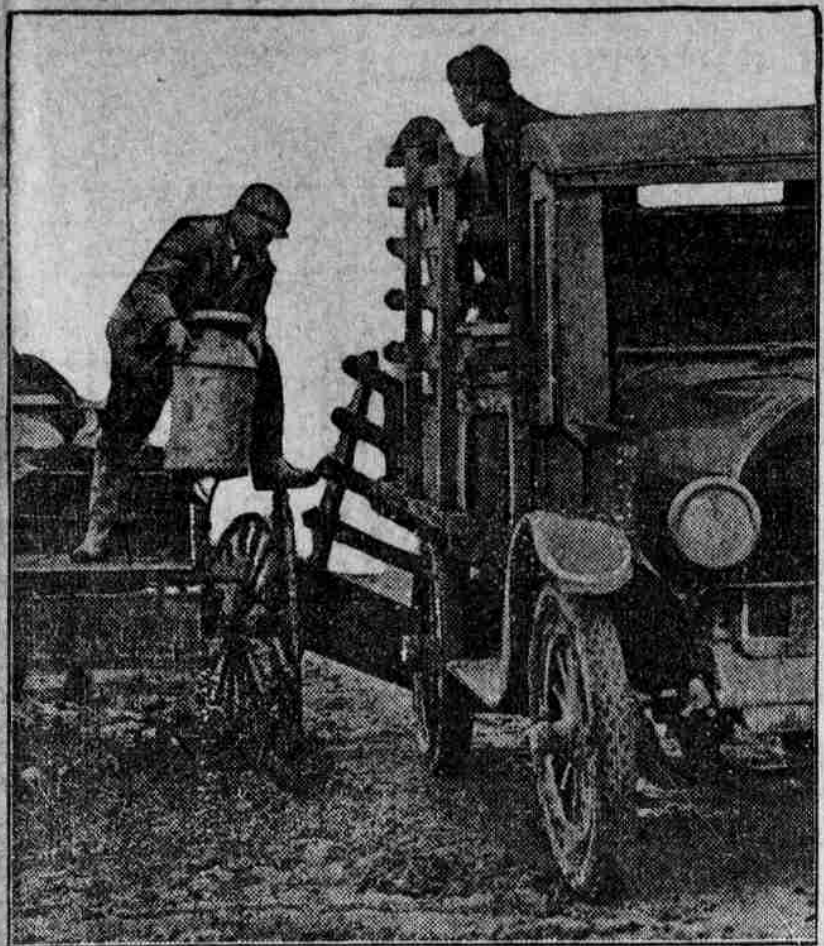
The Brotherhood of Railway Car Men secured a 10 per cent wage increase and an agreement from the Florida East Coast railroad.

Atlanta (Ga.) city council has raised wages \$10 a month for 1,440 municipal employees who receive \$125 a month or less.

Since 1909 the Scottish Miners' Federation has made efforts for better housing conditions in the mining districts of Scotland.

A colliery roadman was fined 40 shillings for unloading and relighting his safety lamp in Cornsilloch (Scotland) colliery.

RURAL EXPRESS SERVICE SOLVES FOOD TRANSPORTATION PROBLEM IN CAPITAL



To help carry foodstuffs to American cities the highway transport committee of the council of national defense has evolved a nation-wide plan for rural express service to the centers of population from nearby productive regions.

A special study has been made of food delivery systems into Washington, which shows that in the face of a growing increase in population, which already has added 100,000 new residents to the District of Columbia's total, practically no new means has been created to feed this added population.

The committee is now experimenting on the rural express service. Not only do the trucks haul food into Washington, but they do an extensive business in carrying goods from Washington merchants to the farmers.

The autotruck meets the farmer and takes aboard his load of milk.

PRIVATE GARAGE IS INEXPENSIVE

Motor Life Gives Illuminating Aid to Car Owners in Construction of Building.

SAND FLOOR IS PREFERRED

Grass, Gasoline and Water Are Absorbed Instead of Staying to Mess Things Up—Much Easier on Tires of Standing Cars.

A new department has been started in Motor Life. In it the motorist finds practical experience to guide him in building the inexpensive private garage, with comprehensive plans and notes.

Some of the advice is illuminating: "If you prefer you may have a cement floor in the garage, but for several years past I have used fine white sand about three inches deep. The cost is about \$1 or \$2 a cubic yard and three yards will be ample for your needs. Grass, gasoline and water are absorbed instead of staying to mess things up. Occasionally you rake the floor to bring the clean sand to the top. A little heap at the far end makes a most convenient bumper and lessens the chances of banging into the rear wall, I've found. Finally, sand is far easier than cement on the tires of standing cars. The shoe is not flattened out at the point of contact but makes a slight bed for itself to keep its normal shape. This is really a very important point, especially for folk who lay up their cars for a long time.

Wash Car in Comfort.

"By all means have a hydrant just inside your garage, then in severe or stormy weather you can wash the car in some sort of comfort. Most folk would advise an underground gasoline tank too, but that depends on circumstances. Since the early part of the winter I have not been able to get gasoline in any quantity. The few gallons I did manage to bring home barely sufficed to run my pumping engine and small electric-light plant. A large underground tank would have been a useless investment. Anyway, like most country folk, I have a little oil house to hold kerosene, gasoline and lubricating oils. This house is about six feet square, is covered with corrugated iron and stands at a safe distance from all other buildings. On a small suburban or city lot this sort of thing could not be built and a little underground tank is almost a necessity.

Heat Not Necessary.

"Naturally, it is out of the question to heat such a garage as this, but I fancy mighty few garages will be heated next winter. It makes little difference, after all, for a mixture of one part wood alcohol to two parts water will stay liquid under any ordinary temperature. And cylinders primed with ether will fire at the first turnover, no matter how cold."

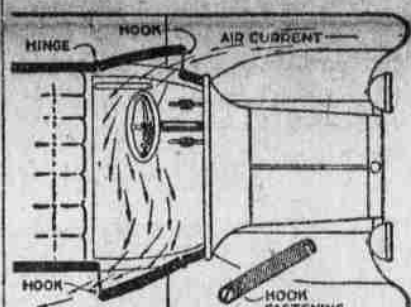
Loss of Power and Wear.

The dirt collected on the outside of the engine is not merely an eyesore. It gets into the bearings and causes loss of power and wear. This shortens the life of the engine. If the dirt is removed regularly this wear is prevented, and the car will last longer.

GOOD VENTILATION FOR AUTO

Cool Air Furnished to Front Compartment of Machines, Usually Hot in Summer Time.

The front compartment of some automobiles is uncomfortably hot during the summer months, particularly in small cars provided with a rigid non-ventilating type of windshield and a blind door at the side of the driver, says Popular Mechanics. To eliminate this condition the blind door was changed into a hinged one. With tin shears and a saw the false door was cut out along the molding. A wooden frame was made for the cut-out door,



Excellent Ventilation Afforded.

to which it was screwed. Suitable wooden blocks were fastened to the body for the hinge and lock, these parts being purchased at a cost of 60 cents. Instead of having the door hinged forward, the hinge was placed at the rear. Metal fasteners were made for each door and these secured as door hooks. These fasteners hold the doors open about three inches, and when driving, a stream of cool air enters the front-opening door, passing out at the opposite side. This change, which cost less than \$5, is well worth the price for the convenience alone, making entry and exit from the driver's seat possible without disturbing a person in the seat at his side.

IMPRESSED BY MOTORTRUCK

Farmers Could Not Help but See Value of Machines as They Carried Immense Loads.

Farmers in nearly all parts of the United States have had impressed upon them the value of the motortruck for farm work. The railroad congestion and the shortage of railroad equipment made it particularly necessary during the past five or six months to send new trucks overland from the factories and to handle large quantities of freight, such as ordinarily would have been handled by the railroads, by using motortrucks. These conditions took the trucks out into the farming districts in greater numbers and with greater frequency than ever before. Farmers saw them hauling immense loads on the paved roads and on the ordinary roads of the country and could not help being impressed.

MOTOMETER IS EASILY READ

New Type of Device Is Legible at Distance of 12 Feet—Dial Is Quite Large.

A new type of motometer, designed to be legible at a distance of 12 feet, is now offered by the concern which manufactures the most widely accepted of these devices. Instead of the familiar column of red fluid, fluctuating thermometerwise, the instrument shows a large dial, reading "Cold, Cool, Warm, Hot," across which a white, easily seen needle moves in a quarter circle from left to right.

EXPERT'S TRIBUTE TO WESTERN CANADA SOIL

That there is good reason for the wonderful crops of grain grown in Western Canada, which have made thousands of former residents of the United States wealthy, is not always given the thought that it deserves is quite apparent. But that there must be a reason is quite evident. Probably more than one—but the one that requires emphasis—is that the soil is of the nature that will produce good crops. It was not long since that the farmer selected his land in the most haphazard way. He need not do so today. He will select it on the soil analysis plan. Soil from Western Canada was submitted to Prof. Stevens, soil physicist of the State College of Washington, at Pullman, Wash. His report should no doubt further encourage settlement in Western Canada. It reads as follows:

"We have analyzed this sample and find that it runs high in lime, very high in potash, phosphorus and in nitrogen; that it has a splendid supply of organic matter and is in the best of physical condition. There is nothing wrong with this soil from the standpoint of crop production, and I am satisfied that it will give splendid results wherever put under cultivation."

It is soil like this properly worked, and on scientific lines, as is the rule today, that gives the opportunity to quote the experiences of farmers who have increased their incomes from \$500 to \$30,000 in two seasons, and whose story would read as follows:

"I have threshed altogether 7,000 bushels of No. 1 Northern wheat from 200 acres, which went from 24 to 56 per acre—sod breaking 24, spring plowing 36, back setting 36 bushels—the average being 35 bushels per acre."

The newspaper giving an account of this man's experience says: "When he disposed of his 1,600 acres from north of Brooks, Alta. to four Oak Harbor men, he was worth \$30,000. Two years ago he came here with \$500 and a few horses."

It is the soil of Western Canada, and the knowledge of what it will do that brings to Canada the hundreds of settlers that are daily arriving at the border. A growing enthusiasm for the fertile prairie lands of Western Canada is spreading all over the continent. This enthusiasm is the recognition of the fact that sufficient food could be produced on these prairie lands to feed the world. From the south, east and west, hundreds of men, too old for military service, are pouring into Western Canada to take up land or to work on the farms. A great many of the incoming settlers have arrived at such central points as Calgary, Edmonton, and Lethbridge, Alberta, and at Regina, Moose Jaw, and Saskatoon, Saskatchewan. Judging from the bulk of their household effects, the number of their horses and cattle, and the quantity of implements they are bringing with them, most of the new arrivals also seem well blessed with the world's goods.

Reports from North Portal, Saskatchewan; Courts, Alberta, and Kingsgate, British Columbia—the principal gateways into Western Canada from the United States—indicate that the present influx of farmers is in such volume as has not been witnessed for many years. From Vancouver, British Columbia, people are going to the prairies for summer farm work, many with the intention of taking up land themselves at the end of the summer.

The influence of this tide of farmer settlers on greater food production will be more readily appreciated when it is considered that the average settler takes up at least twice as much land as he has hitherto been farming—and land which, acre for acre, produces better and larger crops.—Advertisement.

A married man says that the best alarm clock is his wife's elbow.

Lives 200 Years!

For more than 200 years, Haarlem Oil, the famous national remedy of Holland, has been recognized as an infallible relief from all forms of kidney and bladder disorders. Its very age is proof that it must have unusual merit.

If you are troubled with pains or aches in the back, feel tired in the morning, headaches, indigestion, insomnia, painful or too frequent passage of urine, irritation or stone in the bladder, you will almost certainly find relief in GOLD MEDAL Haarlem Oil Capsules. This is the good old remedy that has stood the test for hundreds of years, prepared in the proper quantity and convenient form to take. It is imported direct from Holland laboratories, and you can get it at any drug store. It is a standard, old-time home remedy and needs no introduction. Each capsule contains one dose of five drops and is pleasant and easy to take. They will quickly relieve those stiffened joints, that backache, rheumatism, lumbago, sciatica, gall stones, gravel, "brick dust," etc. Your money promptly refunded if they do not relieve you. But be sure to get the genuine GOLD MEDAL brand. In boxes, three sizes.—Adv.

Lots of people take offense, yet the supply never grows less.

NO ADVANCE IN PRICE

CATARRH

For head or throat
Catarrh try the
vapor treatment

VICK'S VAPORUB

25¢—50¢—\$1.00